



FOUNDATION

Chairman of Trustees' Notes



The two boards met up recently at Hunt House to discuss how we might move forward constructively together. This meeting was a very congenial affair, which

started over a sandwich lunch and continued into discussions about the scanning and indexing of the archives, the state of Hunt House and the inventory of artefacts.

Graham Mead gave a presentation on the Experimental files to both boards and we agreed these records are far more difficult to scan and index than, say, chassis cards or drawings. We unanimously agreed to move forward on these as a special project being overseen by Graham. Once completed, these Experimental files containing a lot of handwritten notes from Sir Henry Royce himself will be made freely available to the public as part of our charitable works. Other records, such as drawings and chassis cards will, as now, be subject to a charge.

The joint Committee on Archives is due to continue to look at how we might continue to break the task of scanning and indexing into manageable 'chunks' to complete this worthy task. To that end, in the near future, we will be asking for knowledgeable volunteers to help with the indexing of these scanned 'chunks' of records as their expertise will be invaluable to create a workable index to allow constructive use of such valuable material.

The new board have instructed external surveyors to provide an up-to-date reinstatement value to ensure our insurance cover remains in line with today's ever-increasing costs. The figure for reinstatement, NOT what the Hunt House is worth, given by the surveyor was approximately £9.5 million including VAT. This gives a high insurance cost for the Foundation to bear.

Colin Phillpotts has managed to obtain the required permissions from the local council to enable the initial repair work to be undertaken on the Hunt House, but we await kinder weather and the availability of the craftsmen to start the work.

On the subject of the Hunt House, the various roofs and the conservatory have unfortunately not been

regularly maintained, which has led to projected costs of approximately £100k to repair these areas. As some of you know, both the roof in various parts and the conservatory leak quite badly. The Foundation is therefore liable for these very costly repairs.

On a happier note, the work to bring the inventory of artefacts, together with a value is ongoing, but progressing. John Neale is working diligently on this.

With regard to publishing the board minutes we have agreed that initially these will be posted on the Foundation part of the RREC forum, until such time as we can introduce a Member's section on the Foundations website. These have been posted by the time you read this note, so please feel free to view them.

I hope that this level of co-operation between the Foundation and the Club and the fact we are moving forward on a number of key items will encourage more of you to join the Foundation and donate to the cost of keeping Hunt House in a fit state of repair as a home for the club and an efficient repository for our important archives and artefacts.

Bob Fuller
Chairman of Trustees

Inheritance Tax and Gifts in Wills to the Sir Henry Royce Memorial Foundation

The Sir Henry Royce Memorial Foundation (SHRMF) is a Charity, so a gift to them on death is exempt from UK Inheritance Tax, which is 40 percent for estates over £325,000 (£650,000 for a married couple). The figure of £325,000 has remained unchanged for many years. So, you should consider including a donation to SHRMF in your will.

If you give £5,000 to SHRMF, it will reduce your IHT bill by £2,000, thus costing your net estate £3,000.

Alternatively, you could give some of your assets to SHRMF in your will.

The following is similar to what I have done myself. You can give your Club car to SHRMF. This avoids the problem of your executors valuing and selling the car (only an approximate value can be used). I own a 2004 Bentley Continental GT, which is worth no more than £20,000. Ideally, the will should say the car is 'available for sale'.

Additionally, I have donated my collection of Rolls-Royce and Bentley books and some motoring magazines to SHRMF, which are 'available for sale'. Although they would probably be included in my Estate at a nominal value, some are quite valuable when sold by SHRMF. They include Ian Rimmer's book on *Rolls-Royce & Bentley Experimental Cars*, the three editions of Martin Bennett's books on *The Crewe Years*, John Fazal's book on *The Edwardian Rolls-Royce* and Steve Hubbard's recent book on *The Vintage Silver Ghost*.

Note: this relief is only available to UK taxpayers where the Estate (net assets at the date of death) pays Inheritance Tax. However, the relief may be available in other countries for gifts to charities, such as SHRMF. Please talk to your accountant, solicitor or financial adviser.

David Towers
Trustee of SHRMF

MATTERS

FROM THE ARCHIVES 100 Years Ago... From The Office Of Henry Royce

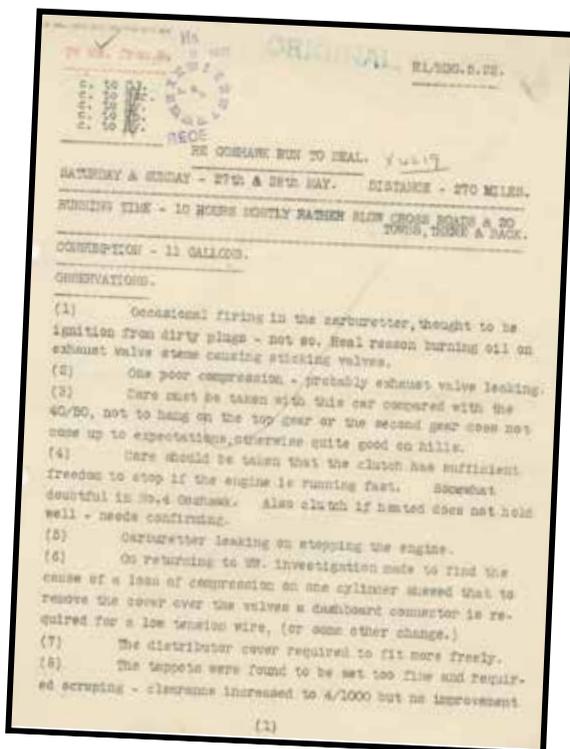
In the spring of 1917 Henry Royce moved from St Margaret's Bay in Kent to Elmstead, his new home in the village of West Wittering near to Chichester in West Sussex.

Henry brought with him a team of engineers, designers and draftsmen: Bernard Day, Ivan Evernden, Albert Elliot and was ably assisted from Derby by Ernest Hives, head of the Experimental Department, and Eric Fowler Clarke the Company chief electrical engineer.

Royce's West Wittering team stayed with him until his death in 1933.

It is estimated that between 250,000 and 300,000 documents have survived from this era and are now held at the Hunt House; the majority have been scanned and the process of indexing has commenced.

As an example, below is the result of a search in the index for information regarding the first experimental New Phantom, chassis 46PK. A regular feature will be included in each issue of *Spirit & Speed* where a selection of the surviving documents from 100-years-ago will be reproduced.



EAC II chassis, 46PK, the first experimental New Phantom

Subject	X File	Date	Scan	Box
EAC II third engine run 46PK for PN page 1	9770	Jan-24	20	L
EAC II third engine run 46PK for PN page 2	9770	Jan-24	21	L
EAC II second engine test Park Ward 46PK for PN page 1	9080	Jan-24	33	L
EAC II second engine test Park Ward 46PK for PN page 2	9080	Jan-24	34	L
EAC II 46PK steering bump test PN	9450	Feb 24	69	L
EAC II 46PK two carburettors PN Hispano	9771	Feb 24	70	L
EAC II 46PK Royce PN	9680	Feb 24	72	L
EAC II 46PK steering front spring design Royce PN	9420	Feb 24	73	L
EAC II 46PK steering front spring design Royce PN copy	9420	Feb 24	74	L
EAC II 46PK PN proportionate brake Royce page 1	9680	Feb 24	79	L
EAC II 46PK PN proportionate brake Royce page 2 servo weight	9680	Feb 24	80	L
EAC II 46PK PN trial car servo wear low top speed Hawk Northcliffe page 1	9690	Feb 24	102	L
EAC II 46PK PN trial car servo wear low top speed Hawk Northcliffe page 2	9690	Feb 24	103	L
EAC II 46PK PN trial car speed 107MG page 1 speedometer high	9680	Feb 24	108	L
EAC II 46PK PN trial car speed 107MG page 2	9680	Feb 24	109	L
EAC II 46PK PN car sent to London 1.2.24 report page 1	9650	Feb 24	114	L
EAC II 46PK PN car sent to London 1.2.24 report page 2	9650	Feb 24	115	L
EAC II 46PK PN car sent to London 1.2.24 report page 3	9650	Feb 24	116	L
EAC II 46PK PN car sent to London 1.2.24 report page 4 turning circle	9650	Feb 24	117	L
EAC II 46PK PN car sent to London 1.2.24 report page 5	9650	Feb 24	118	L
EAC II 46PK PN piston compression ratio page 1	9040	Feb 24	119	L
EAC II 46PK PN piston compression ratio page 2 magneto	9040	Feb 24	120	L

To follow are documents from May and June 1922, with a brief description of their contents.

May 1922

Henry Royce's first motor vehicle was a De Dion Quadricycle in 1902 and from that time onwards he clearly enjoyed driving.

In 1903 he acquired a second-hand French Decauville and he very quickly dismantled it and was making improvements before starting to manufacture his own Royce motor car. Over the years his encyclopaedic knowledge of the motor cars that he designed shows through as this document illustrates. 'Goshawk' was the Company code name for the experimental small engine model later to become known as the 20hp.

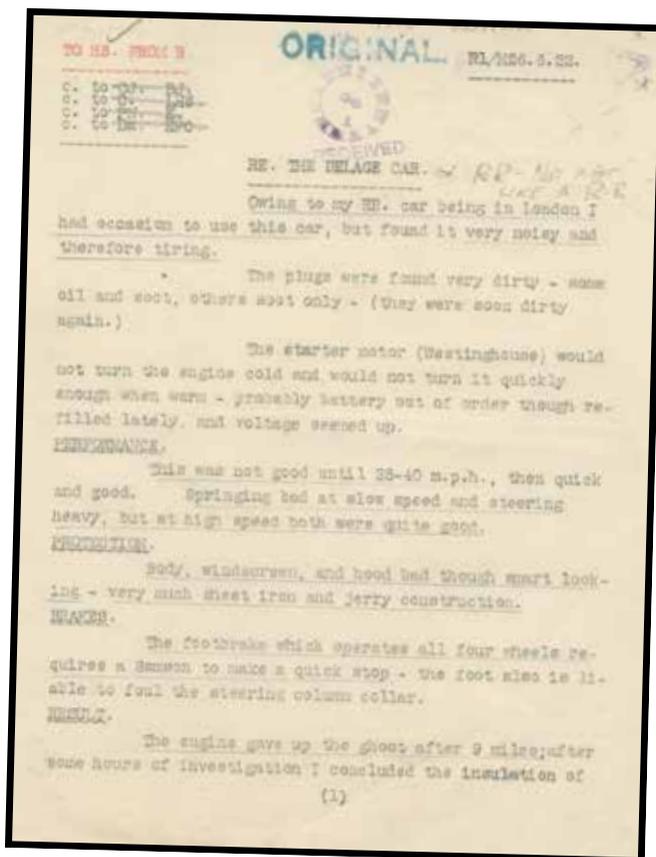
This 1921 chassis, 4GII, was fitted with Hooper touring coachwork and was one of a series with differing coachwork used for experimental development. One wonders why Henry should make the 270 mile drive to Deal in Kent. Perhaps the reason was to visit friends in nearby St Margaret's Bay where he lived until he moved to West Wittering in 1917.

June 1922

Henry Royce (R) was always very interested in other company's motor cars, even from the earliest times when he first acquired a second hand Decauville.

When the Experimental Department was established in the Works at Nightingale Road, Derby, Ernest Hives (Hs) was in charge and he acquired a succession of competitor's cars for road testing and examination in great detail, virtually to the last nut and bolt. Faults were treated with disdain, but any parts that were considered to be good were introduced into current production; occasionally being very close to infringing patent designs.

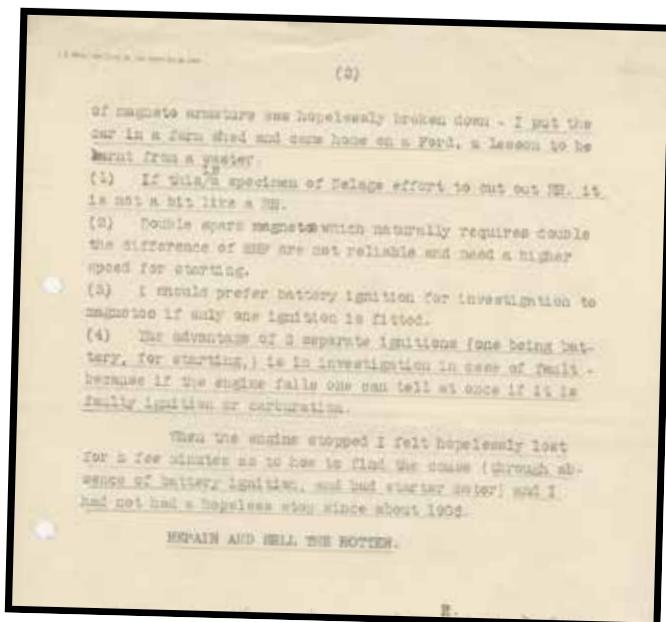
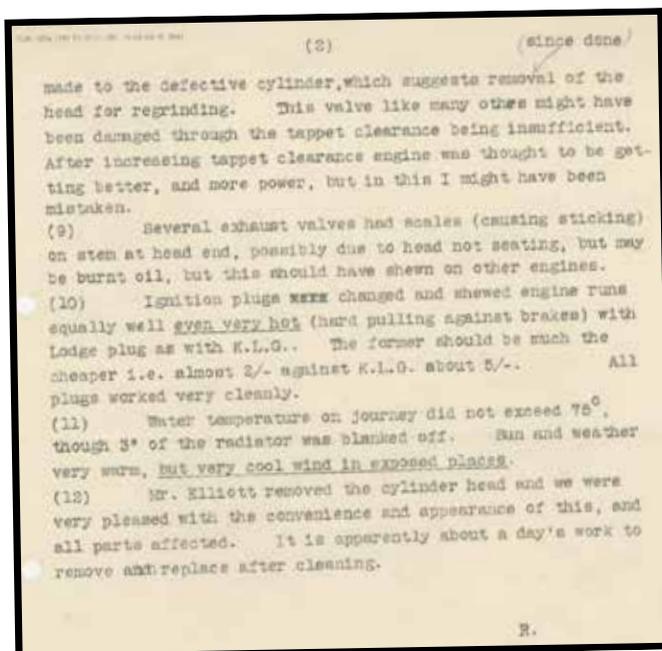
All makes of motor cars were examined, including Hispano-Suiza, Bentley, Marmon and Sunbeam etc.



This document relating to the Delage motor car clearly shows Henry's disapproval!

Mr. Royce clearly was not overly impressed with the Delage, hence, in his own brusque manner, he instructed Ernest Hives (Hs) to, "REPAIR AND SELL THE ROTTER",

Graham Mead



The Sir Henry Royce Memorial Foundation

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